

The Times-Dispatch

DAILY—WEEKLY—SUNDAY.

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HOW TO CALL TIMES-DISPATCH.
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MONDAY, FEBRUARY 4, 1907.

The good things of life are not to be had singly, but come to us with a mixture—like a schoolboy's holiday, with a task affixed to the tail of it.—Lamb.

The Proposed Electrical Plant.

The question of erecting a municipal electric plant in Richmond will come up before the Council at its next meeting, and we hope the matter will be disposed of one way or the other.

The Passenger and Power Company proposes to furnish the city with all the electric current it may need for lighting and pumping purposes at a cost as low as before the Council at its next meeting, and we hope the matter will be disposed of one way or the other.

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School Supplies.

A citizen of Richmond who has had a long experience in the schoolroom says that the pupils in the public schools are using only the very poorest materials and tools, except in comparatively rare instances. He says, moreover, that the pupils are paying the highest market price for inferior articles. There is but one remedy for this, in his view, and that is to let the hands of the State Board of Education. That body has full authority to decide just what appliances may be used in the public schools, and our friend insists that if it would select a line of school appliances—a line of lead pencils, pens, pads, etc.—of proper quality it is certain that the makers of these articles would be willing to contract with the board to sell the articles to the school-children at reasonably low prices—at prices, to say the least, which would be far lower than the children are now paying for materials of inferior quality.

It would seem that the argument in favor of a single list of text-books, on the score of economy, would apply with equal force to the purchase of school supplies.

The suggestion appears to us to be sensible, and we commend it to the Board of Education.

"The Dirtiest City."

What is the dirtiest city in the world? asks Collier's Weekly, and then proceeds to give it up. Tibet and Bombay, it is convinced, have some "rare corners" not to mention certain Italian villages, where the earnings of the macaroni-factories far exceed those of the soap-makers. Coming nearer home, there is a prominent place on the roll of soiled cities for sooty Pittsburgh and Chicago of the not wholly sinclairized stock-yards. And then, too, there is Little Old New York. Says our authority:

New York's Street Cleaning Department is, like the Liberty Statue and the Madison Building, a well-advertised institution. When the wind blows up from the East River Broadway swarms with flying newspapers, theatrical posters, tin cans, and discarded clothing, which gutter aloft like a flock of parakeets. In lively weather gay little cyclones swirl about Longacre Square and enwrap the Broadway water in a cloud of powdered infection.

Collier's expresses the hope that New York is not the "dirtiest city" but admits to suspicious. On behalf of Richmond The Times-Dispatch echoes the hope and is silent as to suspicion.

We are willing to say, however, that

a tale of "powdered infection," and of winds with a flying cargo of various oddments, reads a little familiarly. But now Superintendent Cohn has a plan for street-flushing, which is going to change all that. The time will doubtless come when a paragraph such as that quoted above will have no local bearing whatever; and when, in any discussion of what is the country's least cleanly city, the name of Richmond will not be so much as thought of.

Focalize the Affection of Richmond.

"An institution of learning is the best earthly type of immortality. It is the only thing under the heavens that grows younger and stronger with the years. It is a creature of deathless function, of endless needs, of immortal youth." These sentences of a distinguished Southerner point to the supreme benefit which a Virginia Oxford would confer upon our city. The University of Richmond would focalize the affection of all our people. At present there is no single object within our borders that evokes the enthusiasm and challenges the resources of Richmond as a whole. The campaign for the Y. M. C. A., which was crowned with success by fifteen days' heroic endeavor, revealed the need and the advantage of co-operation in achieving civic aims of great pith and moment. The University of Richmond would win the wealth of affection which the noble people of this community are ready to bestow upon an enterprise of such a spirit and scope as to embrace the interests of all citizens.

The University of Richmond would become the soul of Virginia's capital, waxing strong with its growth and gripping its life by service through every decade. Reflect what advantages have accrued to Baltimore from the founding of Johns Hopkins University, about thirty years ago. Aside from the fame which it has brought to Baltimore, this institution gathered there such men as Daniel C. Gilman, Basil L. Gildersleeve, Ira D. Remsen, Roland Sylvester and others of like renown. Cincinnati has established its own University, ever which a noted Virginian, Dr. Charles W. Dabney, presides. This institution has recently been removed to a beautiful plot in the suburbs, and is displaying unexampled power, the only municipal university in America.

It is of value to a community to have an ideal to respond to, as it sweetens the home to have a child to cherish. The University of Richmond will quicken the pulse, increase the resources, unite the energies, centre the affections, and inform the constructive purposes of this historic city.

Excellent colleges we have, each appealing to a segmented constituency. By grouping these colleges around a central plant of common facilities, after the Oxford plan, Richmond can impart power to every one of them, and at the same time create that best earthly type of civic immortality, a university, a creature of deathless function, of endless needs, of immortal youth.

The St. Paul News is offering a cash prize for "the most beautiful poem" in that city. Richmond sympathizes with St. Paul at this confession that it has but one woman answering to that description.

An Illinois health bulletin shows that one person out of every ninety in Chicago is mentally unbalanced. None of the most conspicuous grip there is the one that Dr. Foster recently took in his job.

The Washington Post prints an article on "Overloading School-Children" in Indiana. They were relieved to note, on reading further, that it is not a case for the W. C. T. U.

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Dr. Wiley has discovered that cold meat isn't good after three months. Why not try another heaney, Doc?

Mr. Oliver can pick a quarrel with Brander Matthews at any time by beginning to spell it Allaferro.

Unquestionably the arrival of Lent will mean that society women must burn their bridge behind them.

Still, when you come to think of it, the Senate is probably as good a place for Jeff Davis as any.

A good deal depends, however, on what time of day the groundhog took his look around.

Or it may be that science knows all about earthquakes, but is pledged to secrecy.

Query and Answer.
 Editor of The Times-Dispatch:
 Sir—Why could our next Legislature not form one county of James City, York, Warwick and Elizabeth City; one county of Mathews, Gloucester, Middlesex and a portion of King and Queen; one county of a portion of King and Queen and Essex; one county of New Kent and Charles City; one county of Northumberland and Lancaster; one county of Westmoreland and Richmond; and one county of King William and a portion of Hanover, and save a great expense to the State and the people of these counties?
 Danville, Va.
 P. H. BOISSEAU.

Borrowed Ingles.

To a Literary Man in Love.

Lover, if you would Lander now,
 My advice will borrow
 Hail, hail, our courage, form her name—
 In other words, be Thoreau.

You'll have to Stowe away some Sand,
 For doubtless you'll find that
 That to secure the name of hand,
 Hugo and Jackie Pater.

Then hunt a Church to Marry,
 An Abbot for the spile;
 And as you rideout afterward
 You both must Dodge the Rice.

Next, on a Heaven-Glazing Hill,
 A Grand old Land go buy,
 Whom will be seen for Fields of Green,
 All Hay and Romanay Rye.

Here a Two-Story House-man build;
 The best of Holmes is it
 You make sure that the Sill
 The dove of peace has built.

"Tough does one Wright this Motley verse,
 This airy portledge;
 Marvel no Moria to Howitt's Dunne,
 Just Rendle Watson's pen."

—Edmund Dickson Conover, in Putnam's Magazine.

MERELY JOKING.

Harrowing.
 "Then I am undone!" cried the heroine, turning away from the audience. "Only we look upon the cellar," observed the genial gallery god.—Puck.

What Would Jefferson Say to That?
 Statesman—What is the duty of a Democrat? Observer—To keep the whitewash scraped off the party in power.—Florida Times-Union.

Getting Smaller.
 "They are talking of altering the constitution," said "Well, there's about it, they might as well write it: 'Wee, the people.'"—Louisville Courier-Journal.

Why She Went Home to Mother.
 She—Will you have one lump or two? He—Do you refer to the sugar or the biscuits?—New York Sun.

The Idea, Exactly.
 "You seem blue, old man." "Yes; I'm out of work and don't know what to do." "I'll put you in an employment agency."—Louisville Courier-Journal.

The Mercantile Temperament.
 "It is always the unexpected that happens," said the man who likes quotations. "Nobody knows it better than I," answered the man who likes quotations. "Professional weather prophet."—Washington Star.

Scripture Modernized.
 Esau had sold his birthright for a mess of pottage.
 "Jacob would have got it anyhow," he said. "I am a commoner, supposed to be the hairiest man alive, but he's the real hairiest man of the family."
 Eating his porridge with a loud noise, a hired man, he turned, picked up a paper, and eagerly scanned the "Male Help Wanted" ads.—Chicago Tribune.

POINTS FROM PARAGRAPHERS.

HENRY JAMES declares that American writers "cannot talk." Evidently he never tried to convince one of them that it was really an important session of the lodge that kept him down-town so late.—Washington Herald.

Passage for Europe has been booked for Mr. Salome, who will spend the remainder of the winter with her friend, Mrs. Warren.—New York Mail.

A New York man died the other day from a peculiar disease. The cause was the enlargement of the head. Political life and a run for office in New York is the only cure for that.—Washington Herald.

A crazy man called up the Mayor of Philadelphia and asked him to finance a railroad to heaven. The Mayor refused. The man said: "Philadelphia would probably be the most available location for the other terminus of such a line."—New York Times-Democrat.

One's heart grieves for the poor, benighted heathen who has no chance to obtain an education, when one reads of those Depauw University students who were tied to trees and left to suffer from sleet and cold all night.—New York Herald.

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HEAVY LOSSES IN MUNICIPAL TRADING.

Experiences of English Cities Furnish An Awful Example For America.

Socialistic Faddists Plunge British Towns Into a Whirlpool of Extravagance, Grafting and Disaster.

BY S. FRED. HOGUE.

ANCHESTER, ENG., November 10.

Protesting against an excessively high tax-rate, and confronted by a number of disastrous municipal ownership fiascos, the rate-payers of Manchester have turned out most of the Socialistic faddists and have elected in their stead conservative men of affairs to the Council.

The last straw in the case of Manchester proved to be the attempt to turn the electric lines into a freight-carrying service. The citizens have taken stock of freight-carrying companies, and have found that the city has lost about \$300,000 outright, and has unsalable junk in the corporation yards representing \$200,000 more.

Manchester apparently went into the freight business to gratify an election promise of one of its Socialistic politicians. The freight-carrying company, owned by Councilman Boyle for re-election, Boyle won an appointment to the chairmanship of the tramways department and promptly inaugurated a municipal package and freight delivery as an adjunct to the municipal tramways.

In order that the service might be complete he ordered several scores of expensive delivery wagons, purchased draught horses all over the United Kingdom at extravagant prices, and proceeded to establish a package delivery on a more elaborate scale than England had ever known.

A number of years the city has carried parcels on the electric cars, and has some times carried freight through the streets at night. Councilman Boyle established the new service independent of the tramway system. The city employed solicitors and accountants to conduct a regular van and storage business.

A cut was made in the price of package delivery and the municipality was in a fair way to force Boyle's political enemy to the wall.

But in place of cutting prices, the private company applied to the courts for an injunction restraining the municipality from embarking in the package delivery business without first securing a concession from Parliament. The Board of administration expended several thousand pounds of the taxpayers' money in employing eminent solicitors to defend its case; but the city lost. The highest court of the kingdom decided that the city has no authority to extend the service beyond the city limits.

This decision leaves the city with half a million dollars invested in a freight and express service which it has no authority to extend beyond the city limits. The highest court of the kingdom decided that the city has no authority to extend the service beyond the city limits.

DOCTORED ACCOUNTS.
 This city is of itself a good illustration of the manner in which municipal accounts are taken by Socialistic writers and made to show a surplus in the face of a glaring deficit. The tables of the Municipal Year Book of 1906-7, published by the Socialists, have been generally accepted by statisticians as correct. I have seen them quoted as authority in United States government reports. But they are cunningly doctored. The accounts of the profits are made without any reference to depreciation or reserve for renewals. The Huddersfield table will suffice to illustrate the entire system. The Municipal Year Book for 1906-7 shows that in 1903-4 the Huddersfield tramways show a surplus of £6,000. The publications of the municipality show a tramway deficit of £5,000 for the same year.

The Year Book carefully covers up the deficit by taking no account of a sum of £10,000, which the city set aside as a fund for depreciation and reserve in estimating its surplus. But this sum was set aside and a deficit of £5,000 was made up from the rates.

Mr. H. H. Moore, chairman of the Huddersfield tramways, made the following frank statement explaining the deficits in the tramway accounts:
 "In Huddersfield we are wearing out the road and the tramway system. The first set will not be completed until 1957. In our capital account, £44,000 for thirty miles of tramways, there is at least £10,000 for which we cannot produce any asset whatever."
 "We must add every year 3 per cent. of the whole capital for depreciation and renewals. We show a loss annually and go to the rates for the deficiency, while the corporations who are in a far worse position take much credit to themselves for their profits."

"I admit the 3 per cent. is insufficient even after allowing for the sinking fund, which so many corporations delude themselves is alone sufficient. Before we transfer the profits to a sinking fund, we shall increase the allowance. In the meantime the present generation is paying its own way and partially wiping off the legacy of insolvency inherited from the pioneer generation."
 "Expert testimony before the royal commission appointed by the House of Commons to investigate municipal trading conditions all agreed that at least 6 per cent. should be set aside by any gas, electric or tramway corporation each year for depreciation and renewals. Statistics of 400 municipal trading enterprises in Great Britain, as compiled by the National Board of Trade, show that less than one-third of one per cent. is set aside for this purpose."

"This means that the municipalities as a whole have set aside only one-eighth of the requisite amount for depreciation. If an adequate reserve for renewals were provided, the municipalities would be able to pay off their debt and to use the balance for other purposes."
 The following editorial from a recent issue of the Preston Daily Post shows that the rate-payers of the English municipalities are in a desperate situation:

EDITORIAL.
 "A very important point has been raised at the Newcastle-on-Tyne affecting municipal trading. In stating the reserve account of the municipal tramways now stands at £124,173, the auditor quotes by way of approval the opinion that there is a surplus last year on the revenue account of £18,794, and which it is suggested should be carried to this increased reserve account."
 "This proposal is, of course, in direct opposition to the school of opinion which argues that the whole of the net surplus of municipal trading of whatever character, should be applied to the redemption of the rates. The contention is that capital being redeemed, the repayment of principal and interest, and that to create such a fund in addition is to unduly burden the rate-payers."

den the present-day rate-payers. But Mr. Hutton points out that this would be true only if the life of the various parts of the undertaking coincided with the term of the borrowing, but since the life of the various parts of the undertaking is shorter than the period the loans are granted for, and as the corporation cannot re-borrow without first redeeming the outstanding loans then, when these parts are worn out and require renewing, it will be necessary to levy a rate for the purpose.

"The life of tramways is, perhaps, an extreme case. Already it will be seen in Preston that portions of practically new lines have had to be taken up and replaced, while £2,234 has been expended in repairs of cars or equal to some 13 per cent. of the original outlay. It will be readily understood how rapidly depreciation runs to the need of entire replacement in this form of undertaking. While it is unfortunate, though not perhaps quite unexpected, that at the end of a year's working there is no provision for depreciation except what is covered by the statutory contribution to the sinking fund, it is satisfactory to note that the auditors, and we doubt not the management, are fully alive to the need of applying the profits to a depreciation fund."

"The principle should apply not to tramways alone but to every form of municipal trading. The burden of rates should be distributed in such a manner that while it should fall as heavily as possible throughout the whole of the term of the period of the loan, at the end of that time the local authority should be in possession of the property free from encumbrance and in a proper state of repair and working utility."

"Insufficient recognition has been paid to this principle in the past, with the result that we have corporations in many parts of the country saddled with debts extending over long redemptive periods without due provision for maintaining the undertakings out of current profits."

In most of the English cities the tramway employees are members of unions. These unions are just as arrogant as their fellows in the United States—and a municipal walking delegate is one of the choicest fruits of municipal Socialism.

Last year there was a street railway strike in Newcastle. It was of the kind that would have been very likely to have produced a very serious situation at the West Coast at home. I have concluded to give the readers of The Times-Dispatch an account of this strike as it appeared in the Newcastle Telegraph at the time of its occurrence. This conservative statement of what was considered highly sensational by the Socialists is handled by the English press:

"On November 18th the tramway employees of the Newcastle corporation went on a strike under the following circumstances. When a new manager was appointed, which was a very serious matter, the corporation was staffed, was reorganized and of the 1,400 employees 400 were dismissed. Recently a notice was issued that in order to prevent the dismissal of fifty more men the employees would be required to work eleven days a fortnight in place of twelve. The Newcastle Corporation had notice that they would not accept the new regulation, and that unless their previous request for time and a half for Sunday labor should be granted they would go on a strike on the 17th inst."

"The tramway committee, of whom the directors were present, met and decided that if the men would withdraw their notice a subcommittee would meet their representatives to consider the question in dispute, and that if the men did not agree to this resolution a tramway subcommittee was authorized to act as a committee of arbitration to carry on service in the present crisis. The men refused to withdraw their notice to cease work at midnight on Friday unless the new regulation was withdrawn. Accordingly efforts were made to secure outside men, and the manager issued a notice that the corporation would employ a motor bus and conductors were required."

"The men on strike issued a leaflet appealing to all trade unionists and the general public to refrain from using the cars, as there was not one man, either driving or conducting a car, who was on the staff yesterday."

"With the aid of the inspectors and clerical staff the cars were started on Saturday, November 18th, but they were boarded by the strikers, who took forcible possession, turned the passengers out and ran the cars back to the sheds. A car was attacked with stones and the windows broken, and the assistance of the motor men who were being assaulted, was himself the victim of an assault. Early in the afternoon all the cars ceased running."

"And on Monday the Council yielded to the demands of the strikers. The cars were laid off; the city ran empty cars so as to keep all the men employed six days a week, and the rate-payers footed the bills. The new manager was given to understand that it was necessary to take care of a certain number of men for political reasons, and that the tramway department was the best place for them."

A month ago a similar strike occurred at Halifax. For a few days the city tried to hold out against the strikers, but to no avail. A private company in Bristol sent 150 men to Halifax to man the municipal cars. The strikers, however, were roughly handled by the strikers. A number of them were injured Saturday night while operating cars, and Sunday they all returned to Bristol."

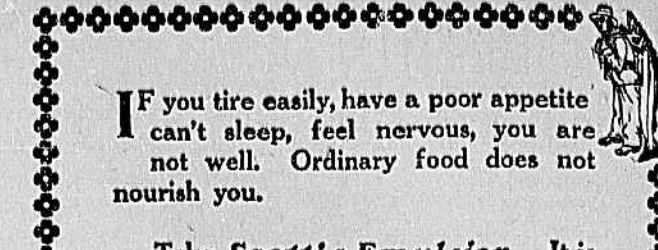
There was no interference by the police, and on the following Tuesday the cars were laid off; the city ran empty cars so as to keep all the men employed six days a week, and the rate-payers footed the bills. The new manager was given to understand that it was necessary to take care of a certain number of men for political reasons, and that the tramway department was the best place for them."

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If you tire easily, have a poor appetite can't sleep, feel nervous, you are not well. Ordinary food does not nourish you.

Take Scott's Emulsion. It is a pre-digested food. It will revive your strength, improve your appetite, induce natural sleep and strengthen your nerves. It will make you well.

Scott's Emulsion gives the system strength to throw off colds, coughs, catarrh and rheumatism. Nothing better for weak lungs.

ALL DRUGGISTS; 50c. AND \$1.00.

Poems You Ought to Know.

Whatever your occupation may be, and however crowded your hours with affairs, do not fail to secure at least a few minutes every day for refreshment of your inner life with a bit of poetry.—Prof. Charles Elliot Norton.

No. 1078.

A la Claire Fontaine.

This poem is the most popular folk-song of Canada. No less than five versions of it have been found in Canada and France. It is supposed to have come originally from Normandy. The best translation is that of Mr. William McLennan, which we give below.

A la claire fontaine
 M'en allant promener,
 J'ai vu l'eau d'un bonjour
 Que je m'en suis baigné.
 J'y ai longtemps que je t'aime,
 Jamais je ne t'oublierai.

J'ai trouvé l'eau si belle